

OPERATING AND BUSINESS NEWS OF THE FAIRMONT COAL REGION

GALLOWAY URGES
COAL BE SHIPPED
TO LAKE POINTS

But Car Supply Has Reached the Vanishing Point Here.

145 MINES IDLE TODAY

Operators Will Attend the Assigned Car Suit On Tuesday.

Coming as a consequence of the transportation tie-up on the Baltimore and Ohio railroad car shortage assumed acute proportions today and 145 mines are idle. With the yards and terminal points jammed and coal and freight lined up more or less blocking the whole system from Fairmont clear to New York city today's developments were expected. For the greater portion of the week the car supply was ragged. How it managed to keep up even as well as it did under the circumstances was a puzzle to the industry.

Little coal is moving east. About all that is being handled is railroad fuel. East of Grafton yesterday the Baltimore and Ohio railroad moved seven trains in which were 367 loads. Nearly all of this was coal, however. The railroad officials continue to claim that the western movement is free and that yesterday 500 loads were moved to the west off the Monongahela division. It is understood that the crews have been shifted largely to Brooklyn Junction, where the Short line and Ohio river division join, and effort is being made by the B. & O. to give efficient movement to the lakes. So far no serious tie-up has struck Holloway, the western gateway.

It is the opinion of quite a number of traffic men that no efficient railroad movement can take place until the many thousands of accumulated coal loads are moved and they sometimes question the wisdom of granting permits to public utilities due to the general tie-up all along the line. It is believed that public utilities are in better shape for coal than would appear on the surface and perhaps are making an effort to store fuel. This, however, is only a matter of conjecture. It is known that some public utilities need coal very badly.

Little commercial coal will be available today as the greater portion of the empties in the region are assigned cars being for railroad fuel. The cars in the Monongah division total 306 of which number all are placed. The cars are classified as follows: Open, 260; coke, 34; n. e. c. x, 7; M. V. T. 5. Most of the mines not loading railroad fuel are without cars, here and there a few cars being received for commercial loading. There were 50 cars left over yesterday from the previous day. The mines along the division today ordered 1,710 cars of which 34 were for coke loading.

Car supply on the Monongahela railroad today was confined to railroad fuel loading in the West Virginia district. Of the 122 assigned cars placed they were all New York Central equipment. There were 45 cars placed along the Morgantown and Wheeling railroad. In the Pennsylvania district today there were 21 cars placed. There will be a fifty per cent. run in the West Virginia district on Monday. Empties on the Helen's Run and Wyatt-Bingamon branches of the Western Maryland railroad today had dwindled to nothing. This was also the condition on Friday. The worst of it is that today there was not a car in sight for Monday. The Western Maryland railroad also is hit hard by the striking conditions in the Hagerstown section.

Urged Lake Shipments. Making an effort to encourage operators in the Fairmont field to ship to the lakes today C. W. Galloway, vice

president of the Baltimore and Ohio railroad, who is in charge of transportation, sent the following telegram to G. T. Bell, executive vice president of the Northern West Virginia Coal Operators' Association:

"In view of the demand for coal via lakes and light shipments made in last day or so I suggest that you take up with all your operators the question of loading heavily to the lakes while eastern conditions are practically closed by labor troubles. More should be accomplished in this direction in view of the fact that any kind of coal is acceptable. Appreciate advice what can be done."

While Mr. Galloway's suggestion is good and timely nevertheless the operators are asking for a car supply first in order that his suggestion might be carried out. The question of reconsigning east-bound loads while not touched upon would hardly be practical, although this might help some in eliminating some of the congestion. Both Fairmont and Grafton yards are burdened down with hundreds of coal loads.

Mr. Bell sent word to Mr. Galloway that effort would be made to encourage lake shipments if the car supply would be favorable.

Daily Loading. Fairmont region's production continues to be way below normal, although it was heavier yesterday than some other days this week. There were 830 cars of coal and coke produced yesterday—816 cars of coal and 14 cars of coke.

Mines along the Monongah division of the Baltimore and Ohio railroad on Friday loaded 485 cars of coal and coke—471 cars of coal and 14 cars of coke. There were 315 cars of coal loaded east and 156 cars loaded west. Of the 14 cars of coke loaded there were 9 cars east and 5 cars west. Wagon mines on Friday loaded eleven cars of coal.

Operations along the Monongahela railway on Friday loaded 345 cars of coal in the West Virginia district and 182 cars in the Pennsylvania district. No coal was loaded on the Helen's Run and Wyatt-Bingamon branches of the Western Maryland railroad on Friday, owing to no empties being placed.

Daily Shipments. Lake shipments yesterday off the Baltimore and Ohio railroad dwindled to 19 cars. The other consignments were: Michigan points, 32 cars; Ohio, 37 cars; miscellaneous western points 78 cars.

Railroad Fuel. Railroad fuel shipments off the Baltimore and Ohio railroad on Friday totaled 233 carloads, which is keeping up with about the general average daily loading—fifty per cent of the entire daily production on the Monongah division on Friday.

The principal consignments on Friday were: B. & O., 97 cars; Bangor & Aroostock, 48 cars; Central of New Jersey, 10 cars; Lehigh Valley, 4 cars; New York Central, 15 cars; New York, New Haven & Hartford, 13 cars; P. & R., 37 cars; Boston & Maine, 9 cars.

Was in Pittsburgh. G. T. Bell, executive vice president of the Northern West Virginia Coal

Operators association, was in Pittsburgh yesterday in reference to the car supply on the Monongahela railway. It is understood that the line was falling back in its supply, but the P. & R. E. placements appear to have been better during the past few days. The P. & R. E. railroad is one of the few lines that has not used the assigned car, but has bought its fuel from the mines.

In Prumty Building. J. W. Howard, the Clarksburg representative of the A. R. Hamilton & Co. office in Clarksburg is located at room 311 Prumty building that place.

Personal Mention. J. S. Blackman, a coal operator, Vinax, Md., was in Fairmont today. Duncan C. MacGregor, St. Paul, Minn., of the Maynard Coal company is in the Fairmont region.

Assigned Car Case. A number of operators will attend the proceedings at Philippi on Tuesday morning incident to the assigned car case to be passed upon by Judge Alston G. Dayton. At that time he will pass upon the restraining order asked by the Lambert Run-Coal Company that the B. & O. be restrained from using assigned cars.

C. H. Jenkins, former president of the Northern West Virginia Coal Operators' Association, G. T. Bell, executive vice president of the association and others are expected to attend.

Market Conditions. Today the coal market was reasonably firm. A demand for lake coal has held the market up fairly well.

In New Offices. Harry C. Drum, formerly local manager of the Tidewater Coal company has been doing business recently in his new office, Room 34 in the Hutchinson building. Mr. Drum has launched in the general coal business for himself, taking up the brokerage end as well as buying and selling coal, mine fields and tonnage.

Mr. Drum was formerly secretary of the mine examination board of the State of Pennsylvania, and had successfully passed the mine inspector's examination, but never took up his commission for it, desiring to follow the line he had been engaged in.

Chicago Needs Coal. Associated Press reports from Chicago are to the effect that Chicago is now facing a coal shortage. P. S. Combs, city engineer, on Friday warned six railroads that unless deliveries were more prompt he would be obliged to "take an armed squad of police and confiscate coal standing idle in the switchyards." The railroads place the blame for the lack of coal movement upon the striking switchmen.

Indians to Buy Mine.

In order to insure an adequate coal supply for the state institutions of Indiana Governor James P. Goodrich yesterday approved a bill providing for the purchase of a coal mine. This action was recommended by the state purchasing committee and money will be asked of the state legislature which will soon be called in special session. On June 30 the states' coal contracts expire and no bids have yet been received in response to the advertisements incident to the purchase of coal.

of these institutions during the coming year.

Alabama Miners Strike. Fifteen mines are idle at Birmingham Ala., today as a result of a strike, there being 3,000 miners out. Car shortage is causing a fuel shortage in the state of Alabama. A representative of the Interstate Commerce commission made an investigation in that section recently.

Coal is Tied Up.

Fully 1400 cars of coal are tied up at points in New Jersey and on Staten Island, according to A. M. Barrett, acting public service commission, who is investigating coal shortage in New York city. He believes some of the coal is being held for higher prices, but no evidence to warrant profiteering charges has yet been obtained. He will continue his investigation.

Claims Profiteering.

Anthracite coal operators are profiteering, according to charges made by Phil Murray, vice president of the United Mine Workers, at a session of the mine wage commission held in Scranton, Pa., on Thursday. He made a strong plea for a complete recognition of the union with the check off system and the closed shop feature, and has

New York state has supplied more than one-third of all vice-presidents of the United States.

The borough of Manhattan, New York, spends \$3,500,000 a day on luxuries.

HELMICK FOUNDRY MACHINE CO.
Mine Cars and Tipples, Equipments, Pumps and Switches.
FAIRMONT, W. VA.

TROY LAUNDRY
C. D. Robinson, Owner
C. D. Fleming, Mgr.
Phone No. 50
Fairmont, W. Va.

FAIRMONT TOOL COMPANY
Manufacturers of Picks, Machine Bits, Sapper Tools.
Our Specialty is Mining Tools and We Are Equipped to Supply Orders on Short Notice.
Telephone 1529 Fairmont, W. Va.

Glen Elk Lumber Company
Coal Operators Prefer Our
RAILS PROPS TIES BRATTICE
Phone 454 or write for Prices.
CLARKSBURG, W. VA.

John M. Kisner & Bro. Lumber Company
L u m b e r, Mill-Work
Roofing and Wall Board
for
GENERAL HOUSE BUILDING
Fairmont, W. Va.
Telephone 852-853.

Fairmont Electric Service Co.
SPECIALISTS IN
Mine Pumps, Motors, Fans,
Motor Generators and
Rotary Converters
Sub-Station Equipment and General Repair Work
for Electrical Machinery.
Fairmont, W. Va. Office
309 Monroe St., Phone 1226

Save Electricity
First, by using lights only when and where they are required.
Second, by using high efficiency lamps.
Third, by directing the light produced with proper shades and reflectors.
Provide ample light at points where illumination is often required. Extra outlets for portable lamps at these points make it unnecessary to light the whole room.
With proper equipment, and by exercising care, ELECTRICITY can be employed in a wide variety of household duties at small cost.
POWER DEPARTMENT
Monongahela Valley Traction Company

West Virginia Mine Supply Co.
Buckeye Disc Mine Fan
Boilers and Engines
Gas and Gasoline Engines
Atlas Explosives
Phone 2430
Clarksburg, W. Va.
Haulage Engines
Mine Pumps
Pipe and Fittings
Mine and Tiple Scales
Clarksburg, W. Va.

Dealers in Hay and Grain, Poultry and Stock Foods.
Fairmont Grain & Milling Co.
Manufacturers of Flour, Meal and Feed.
Fairmont, W. Va.
Our Specialties: Marigold, Parity and Bonquet Flour.

HOLBERT BROTHERS
General Insurance
Telephone 1457 Fairmont, W. Va.
Fire, Automobile, Casualty, Surety Bonds.

You Will Feel Proud of Your New Home
If you build with the materials we are prepared to furnish for your home, you will feel confident and proud of a job well done. Let us tell you more about the largest Building Materials Stock in Central West Virginia.
Dickerson Building Supply Co.
Fairmont, W. Va. Phone 444.

HEAVY HARDWARE AND COAL MINE TOOLS
Get Our Prices.
Fairmont Wall Plaster Company
Office and Plant 10th St. and Belt Line.
Phone 1520 Fairmont, W. Va.

OHLEY F. GRAHAM
INSURANCE
Special Protective Feature for Coal Workers
401 Professional Bldg. Fairmont, W. Va.
Telephone 1434-J.

LIGHT STEEL RAILS
We manufacture 8, 12, 16, 20, 25, 30, 35 and 40 lb. sections, with complete joints. Do you want any? Low Prices Prompt Shipment.
UNITED STATES RAIL COMPANY
Louis G. Helmick, Dist. Sales Agt.
Fairmont, W. Va.

CITY ICE CO.
The Purest Ice At Lowest Price
Telephone or Write for full information.
Merchant and Goff Sts.
Fairmont, W. Va.
Phone 398

J. S. HAGGERTY COMPANY
Wholesale Dealers in
CIGARS
308 Newton St.
Phones 1082-1083
Fairmont, W. Va.

Straight & McClure, Inc.
Consulting, Civil and Mining Engineers.
Successors to Fairmont Engineering Co.
Examinations and reports on coal, oil and gas properties, coal mines and timber lands. Complete mining plants designed and erection supervised. Properties surveyed and mapped. Deeds abstracted and plotted.
HIGHWAY ENGINEERING A SPECIALTY
29-30 American Bldg. (formerly Fleming) Phone 463
Fairmont, West Virginia.

FARM IMPLEMENTS PHONE 661 662
Monongahela Supply Co.

Contractors, Mill and Mine Supplies, Engines, Pumps and Pumping Outfits, Motors and Electrical Equipment.
FRANK C. SHRIVER, Pres. and Mgr.
MORGANTOWN, W. VA.

TRADE MARK REGISTERED
FAIRMONT
STEEL MINE TIE
THERE ARE MORE FAIRMONT TIES IN USE THAN ANY OTHER MAKE OF STEEL TIES. BELOW ARE THREE REASONS WHY:—
1. GREATER THICKNESS OF MATERIAL INSURING LONGER LIFE.
2. ONE SIZE TIE ANSWERS FOR FOUR SIZES OF RAIL—16, 20, 25, AND 30 LB.
3. SIMPLE METHOD OF ADVANCING JUMPER RAIL.
LET US EXPLAIN THESE AND OTHER GOOD REASONS WHY YOU SHOULD USE FAIRMONT STEEL TIES.
FAIRMONT MINING MACHINERY CO.
FAIRMONT, W. VA.